

## GREATEST MARKET FOR LEAF TOBACCO

Such is and Ever Has  
Been Richmond's  
Proud Boast

## FACTS AND FIGURES TO DEMONSTRATE IT

Seventy-Eight Million Pounds of  
Leaf Passes Through Rich-  
mond Hands in a Year.  
Warehouse and Stor-  
age Accommo-  
dation.

Richmond people who do not often visit  
Shoemaker and other parts of the city  
where the tobacco leaf business is done  
have no conception of the immensity of  
the business. The time was, in the days  
that are past and gone, when the bulk of  
the tobacco leaf was put under the ham-  
mer and auctioned off to the highest bid-  
der, and that everybody knew, or could  
easily find out, just what was being done  
in the leaf tobacco line. Now it is entirely  
different. Only a little more than one-  
eighth of the leaf, or about 12,000,000  
pounds of that which is marketed or  
handled in Richmond, passes under the  
auctioneer's hammer, the balance being  
bought and sold privately and, in the  
main, it is done very privately, for the  
leaf tobacco dealers and the commission  
men of this city who handle in the  
course of a year as much as 60,000,000  
pounds of the leaf are in the very nature  
of the case non-advertisers. Because the  
people do not see flaming ads. in the  
newspapers about tobacco, as in the case  
of dry goods or millinery, many of them  
in this city have jumped at the conclusion  
that Richmond no longer does much  
business in the leaf tobacco line. It is  
not so. Richmond is still the greatest  
market for leaf tobacco in the world.  
Several hundred to a million pounds of  
tobacco are handled in Richmond every  
week, and the business is still growing.

### The Leaf Handled Here.

This market handles annually, accord-  
ing to the figures now in hand for the  
current year, the enormous quantity of  
tobacco which is grown in Virginia, North  
and South Carolina, Kentucky and Ohio.  
The great market for leaf tobacco is  
divided as follows: Long black and brown leaf  
grown in Southern Virginia, 10,000,000  
pounds; sun and air-cured leaf, grown in  
the counties around Richmond and  
sold mainly in New York on the water-  
house docks, 10,000,000 pounds; bright leaf,  
grown in the hill country of Virginia and  
North Carolina, 10,000,000 pounds; and  
Eastern North Carolina and South Caro-  
lina, 10,000,000 pounds; bright leaf, grown in  
Kentucky and Ohio, 10,000,000 pounds. Grand  
total of leaf tobacco handled in Richmond  
per year, 78,000,000 pounds.

### The Loose-Leaf Trade.

There are four loose leaf warehouses in  
the city, which are large, equipped with  
the conveniences for the sale and care  
of the leaf that is brought here for sale  
by the farmers of the counties contiguous  
to Richmond. These houses sell about  
12,000,000 pounds, pretty much all of which  
is dark tobacco, a large part of it being  
the famous water-cured and air-cured  
goods that so delight the lover of the  
inexpensive quid after it has been made  
into the six and twelve-inch plug. These  
houses sell some brights.

### Stemming, Reordering and Storage.

Twenty-five merchants are engaged in  
the business of stemming and reordering  
in Richmond, fourteen of whom handle  
the bright goods. There are eleven stem-  
mers, reordering and redrying establish-  
ments. Some of them are very large  
establishments, employing thousands of  
hands. In these stemmers all of the  
tobacco that is expected in the leaf state  
is stemmed, stripped, redried and packed  
for shipment to distant lands. Richmond  
has abundant capacity for storing leaf  
tobacco, there being here ten public bond-  
warehouses, with a capacity for 40,000,  
000 bushels; and twelve private ware-  
houses, with a capacity for 7,000,000  
bushels. The storage rates are \$1.50  
per bushel for the first four months  
and 10 cents per bushel per month  
thereafter.

### Richmond Heads the List.

As stated last Sunday in this depart-  
ment of The Times-Dispatch, the ten plug  
and smoking tobacco factories located in  
this city consume about 20,000,000 pounds  
of the leaf tobacco that comes to this  
market.

## REAL ESTATE AND BUILDING NEWS

Activity in Smaller Resi-  
dences and Heavy  
Deals on String.

## BUSINESS IS BRISK IN THE SUBURBS

Many Sales Reported and In-  
quiries Numerous—Manu-  
facturing Said to Be Grow-  
ing on East Main  
Street—Builders  
Are Busy.

The past week has developed more ac-  
tivity in real estate, although the deals  
that have been consummated are still on  
the small order. A large number of small  
residences changed hands during the  
week, residences in value amounting to  
from \$1,000 to \$3,000. All of the agencies  
had a hand in the sales of the week and  
some of them were made by private par-  
ties without the aid of the agents.

### In the Eastern Section.

One agent reports considerable activity  
in the Eastern section, and he says he  
knows of not less than a half dozen  
small houses that have changed hands  
during the past week.

### In the Suburbs.

There is no end to the building in the  
suburbs, or in the city either, for that  
matter, and it looks now as if the "fall  
still season" in the matter of house  
building is not going to materialize this  
year. Many of the houses are being  
built in the suburbs, and the building  
business is also on something of a boom.

Mr. J. S. Perrin has leased the resi-  
dence at Sherwood, just across Brook  
Turnpike, from Ginter Park. He will  
take possession at once.

Architects are making plans for a resi-  
dence which Mr. W. B. Heaton will build  
on Seminary Avenue, near Walton Ave-  
nue. It will be of the commodious,  
square, Colonial type, with ample veran-  
dahs and modern improvements.

The plans for Mr. Rutherford Rose's  
house are being pushed rapidly.

Mr. Hunter B. Frischoff will start  
work on his Chancellors Avenue resi-  
dence in the near future. He has chosen  
a very pleasing design that will be in-  
cluded in the plan.

Mr. James B. Barker has commenced to  
build at the corner of Westwood and  
Seminary Avenue, opposite the Union  
Theological Seminary grounds.

Nine people out of ten who purchase  
houses make the mistake of buying lots  
that are too small and cramped for their  
needs, and regret it ever afterwards.

Most of the properties that are cut up  
into building sites have been subdivided  
with a view of getting as many as pos-  
sible out of each tract.

This is not the case with beautiful Ginter  
Park. Here the plots average more  
than half an acre each in size, and the  
view restrictions as to the character of  
the improvements and the building line  
insure a high class of development.

These large lots afford ample room  
for gardens, fruit growing and lawns,  
and the locality is most easy of access,  
being but a few minutes ride by trolley  
to all parts of Richmond for one fare.

It is a most encouraging sign to see  
so many people getting away from the  
small, cramped quarters which prevail  
in many of the sections of the city.

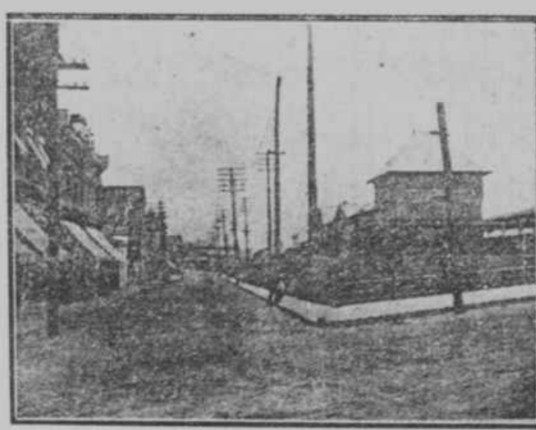
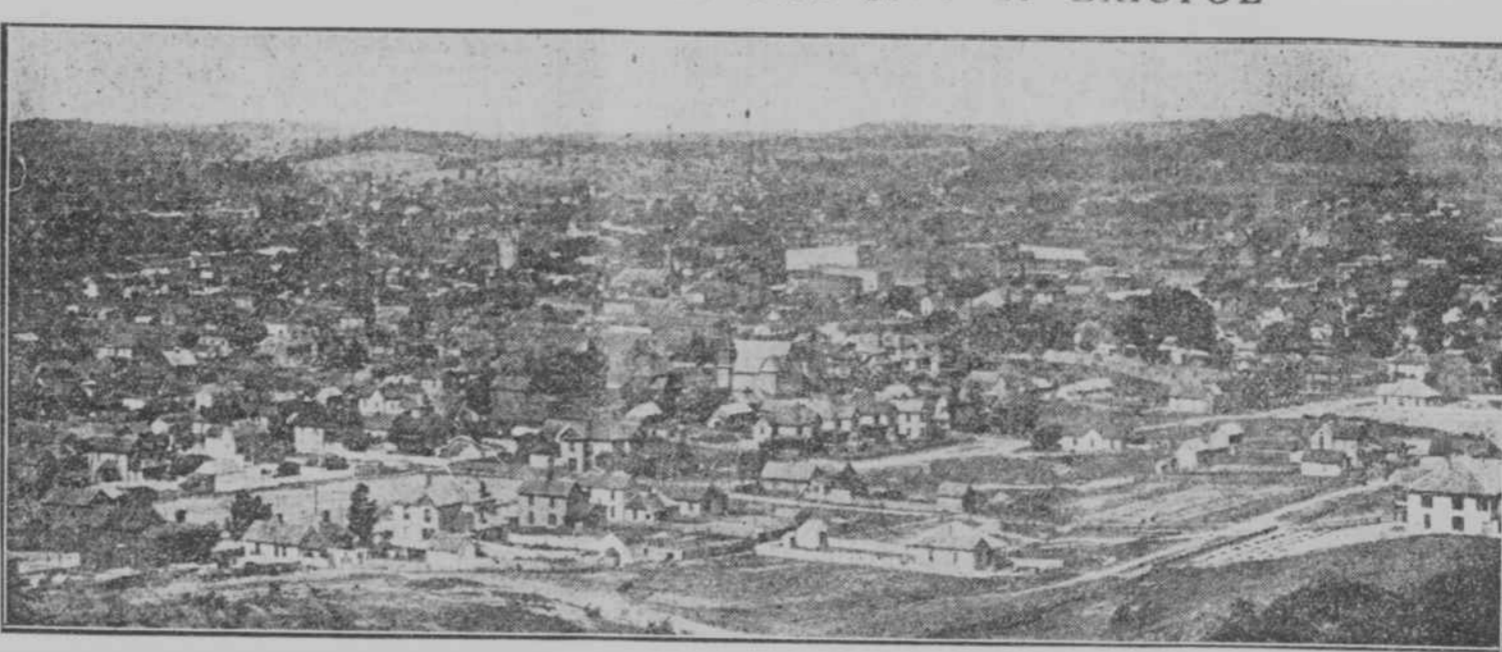
Property in this section to the north of  
Richmond is bound to sell for higher  
prices in the immediate future, because  
of the great development now under way.  
Present prices for good locations are  
still very reasonable.

### Patents to Virginians.

WASHINGTON, D. C., September 25.—  
Messrs. Davis & Davis, Washington pa-  
tent attorneys, report the grant, this week,  
to citizens of this State, of the following  
patents:

James W. Gardner, of Jarratt, run-  
ning gear; Giles E. Phillips, of Sanger-  
ville, wire stretcher; Joseph A. Owens,  
West Norfolk, assistant of one-half to C.  
K. Parrish, receptacle-clamp; Jerome  
Swart, of Palmer, fish-trap; and William  
Yeatts, of Meadville, track-crossing.

## BIRD'S-EYE VIEW OF THE CITY OF BRISTOL



FRONT AND STATE STREETS.



SCENE ON STATE STREET.

## NEW OPERATIONS NEAR POCAHONTAS

The Pocahontas Collieries Com-  
pany Opening New Mine and  
Coke Plant.

### BOISSEVAIN NEW MINING TOWN

The Plans of the Company Now  
Being Developed Will Create  
Large Industry.

[Special to The Times-Dispatch.]

POCAHONTAS, VA., September 25.—  
The Pocahontas Collieries Company, of  
Pocahontas, Va., is now busily en-  
gaged in opening up its new mine and  
plant at Boissevain, three miles west  
of Pocahontas, Tennessee, and ex-  
tending for a distance of about three  
miles. The plans of the company now  
being developed will create a large  
industry.

The mine will be opened on the south-  
east corner of the Pocahontas vein. The  
plans will be located in the valley of  
Laurel Creek on a new railroad now  
under construction from Pocahontas  
westward, in the direction of the Ber-  
wind-White and Faraday properties, and  
which will in all probability be the  
main line of the Norfolk and Western  
Railway in the near future, when the  
resources of the country adjacent to the  
new line are more fully developed and  
its numerous mining towns built up.

At the Boissevain plant a large number  
of comfortable dwellings have been erec-  
ted, and more are contracted for. A church  
is being built and a suitable school will  
be provided at once. The dwellings are  
located on high lands, insuring perfect  
sanitation, and convenient to the mine  
and store. All houses are lighted by elec-  
tricity, and a water system is being in-  
stalled.

Boissevain will be one of the best min-  
ing towns in the Flat Top field, consid-  
ered from its healthy location, accessi-  
bility to the fertile gardens and pos-  
sibilities of the famous Abbe Valley (run-  
ning parallel with Laurel Creek, about  
one mile distant, for many miles), and  
the opportunity afforded wage-earners of  
all classes to make the highest income  
to be obtained anywhere in the field.

There is now a demand at this plant  
for laborers in particular, and within  
four to six months there will be room  
for a large force of miners, mechanics,  
masons and all classes of labor.

The Pocahontas Collieries Company sev-  
eral years since succeeded the South-  
west Virginia Improvement Company,  
the oldest and largest operator in the  
Pocahontas region. Recently the com-  
pany has become closely identified with  
the Pocahontas Consolidated Company,  
one of the largest coal operating com-  
panies in West Virginia. The company's  
main office and largest plant is located  
at Pocahontas. At this point there are  
four mines in operation: First East, Sec-  
ond East, Baby and West. The company  
has its own machine shops, car shops,  
power station, water-works, electric light  
plant, supply stores, commissary, abato-  
ir and cold storage plant, and about  
four hundred comfortable dwellings for  
its employees.

At this mammoth colliery, where nearly  
every race and nationality is represented,  
and where the most prosperous and  
contented workmen in any mining town  
of our country. There is a steady de-  
mand here for all classes of labor in  
the coal and coke business, as well as  
for many skilled mechanics and electric-  
ians.

The mines of the Pocahontas Collieries  
Company, at Pocahontas, Va., are cap-  
able of putting out from 4,000 to 6,000 tons  
of coal per day.

## LIVE NEW TOWN IN LUNENBURG

Victoria, on the Tidewater Rail-  
road, Has Already Become  
Hustling Town.

### DEVELOPMENT COMPANIES

The New Town Has Been Sur-  
veyed and Laid Off  
Into Lots.

[Special to The Times-Dispatch.]

MEHERRIN, VA., September 25.—The  
Tidewater Land and Improvement Com-  
pany was organized at Victoria yester-  
day with Mr. J. T. Waddell as president.  
This is the second large land company  
formed at this place within the past two  
weeks, with ample capital to carry on a  
large business.

The Victoria Land and Improvement  
Company, the first to start business at  
Victoria, was organized only a few days  
ago, with almost seventy-five acres of  
choice land directly in the heart of the  
town already laid off by the Tidewater  
Railway Company. These lots will soon  
be offered for sale to the public.

The Tidewater Land and Improvement  
Company has purchased the holdings of  
Mr. J. T. Waddell, seventy-five acres di-  
rectly adjoining this property on the op-  
posite side of the county road, for \$2,500  
per acre. Work will begin immediately.

The Victoria Land and Improvement  
Company has already been sub-  
scribed for two banks, and work will  
commence upon these about the first of  
the year. Plans are already on foot for  
large stores, and a mammoth hardware  
establishment is being organized to start  
up as soon as business is gotten in shape.

It is estimated that within one year Vic-  
toria will be one of the most thriving  
towns in Southside Virginia. The Tidewater  
Railway will locate their round-  
house there. A large depot and club house  
for employees, with buildings for working  
men, will be located there.

The impression prevails in this section  
that this company is backing up or owns  
a controlling interest in the Victoria  
Land and Improvement Company, as they  
had this entire town laid off with their  
engineers and are yet adding and cutting  
up to suit their own ideas.

The Lunenburg Lumber Company will  
within the next few months locate their  
entire force at this place, with several  
large mills and their holdings, which join  
almost the main town, will be cut up and  
their headquarters will be located here  
for quite a number of years.

### HEAVY WORK.

Several Thousand Men on Rail-  
road Work Near Blacksburg.

[Special to The Times-Dispatch.]

BLACKSBURG, VA., September 25.—  
It is estimated that several thousand men  
are at work on the Tidewater Railroad  
between Elliott's Post-office and Cowan's  
Mill, these two points being about five  
miles each from Blacksburg. The heavy  
work is being done on the tunnel,  
the latter being the second longest in  
the State.

Beginning near the Merriman mines it  
extends for a mile and a quarter under  
the hills, passing under the county road  
near the foot of Lundy's Hill, and emerg-  
ing into the open again near the Yellow  
Bulphur Springs.

The nearest point to Blacksburg will  
be its junction with the Virginia Anthracite  
Road near the mines, it being im-  
possible to come nearer the town on ac-  
count of the grading. This road runs  
through a country hitherto undeveloped,  
but rich in timber and minerals. The  
possibilities it opens up are unlimited.

## OUTLOOK IN SOUTH IS VERY BRIGHT

New Enterprises Springing Up  
and Great Activity Shown in  
All Industries.

### RAILROADS ARE PROSPEROUS

Are Doing an Enormous Busi-  
ness and Spending Vast Sums  
in Extensions.

[Special to The Times-Dispatch.]

BALTIMORE, September 25.—In this  
week's issue the Manufacturers' Record  
says:

"At the beginning of autumn the out-  
look in the South is especially encourag-  
ing, and in no way is this more accu-  
rately reflected than in the earnings of  
the railroad companies. Increase all  
along the line is the story told by the  
reports now appearing, not only for the  
fiscal years completed at the end of June,  
but for the two or three months begin-  
ning the new fiscal year, which promises  
to be much greater in results than its  
predecessor."

"It is not surprising that the railroad  
companies should be enjoying continued  
prosperity, for the delays of the South  
are being developed with a vigor and per-  
sistence never before known; industries  
are thriving and expanding, and agri-  
culture is at its best. The establishment  
of new industrial enterprises is proceed-  
ing with activity, and another year will  
see large additions to the number of  
plants of all kinds of manufacture. With  
the clearing away of forests by the  
expansion of lumber business, new  
trails are opened up for agriculture,  
which will also achieve gains as a re-  
sult of this addition of territory to the  
amount of land available for the art and  
skill of the farmer."

### Improving Facilities.

"To meet the demands crowding upon  
them as a result of all of this industrial  
activity, the railroad companies, as shown  
by their reports, are devoting large sums  
to extensions and betterments, and this  
work, which is constantly in process,  
brings about a wonderful distribution of  
money, and consequently increasing bene-  
fits for many localities."

"These improvements, many of them  
being in the way of double-tracking, will  
be completed within a few years, and the  
completion of many extensions now  
under way will necessarily be greater  
than ever. Notwithstanding all this  
work, it is not to be expected that the  
railroads will at any early date be in  
position to promptly transport all the  
traffic that is offered them, for the de-  
velopment of the South is in ad-  
vance of the supply of railroad facilities,  
and is likely to keep ahead of them  
for a long time."

"While this adequacy of railroad fa-  
cilities may from one point of view seem  
to be a subject for regret, it is neverthe-  
less full of encouragement, as it indi-  
cates economic conditions which will re-  
sult in the great advantage of the South  
and which will insure the doing of an im-  
mense amount of work within its borders  
during the next several years. The pros-  
pect is everywhere bright and so much  
new country is to be opened and devel-  
oped that the energies of all the people  
now in this section will be drawn upon  
to their utmost, and the energies of  
many others not now here will be called  
upon and required to do their share to-  
wards the task of progress which is set  
before us."

## MUCH BUILDING IN ABINGDON

One Hundred Thousand in New  
Structures in the Last  
Eighteen Months.

### A LARGE FLOURING MILL

The Hagy Wagon Works Will  
Soon Commence Operations  
in New Plant.

[Special to The Times-Dispatch.]

ABINGDON, VA., September 25.—It was  
stated in a meeting of the Board of Trade  
last night that within the last eighteen  
months almost one hundred thousand dol-  
lars had been invested in buildings and  
improvements in Abingdon.

R. C. Copenhaver and R. B. Vance have  
purchased a large lot and begun the erec-  
tion of a large roller process flouring mill  
near the depot. The mill will have a  
capacity of fifty barrels per day, and  
they expect to have it in operation by the  
first of the year.

Mrs. William White has begun the erec-  
tion of a new residence on the site of her  
old house on "Pruit Hill," which was de-  
stroyed by fire last year or so ago. This  
will be the first house in Abingdon built  
entirely of concrete blocks.

The Abingdon Steam Laundry, incorpo-  
rated, expect to have their plant ready  
for work within the next few weeks.

Both of the female colleges and many  
of the prominent business men of the  
town are interested in this concern, and  
it is sure to be a success from the begin-  
ning.

R. O. Davis, of Halston, Va., has pur-  
chased a large lot on West Main Street,  
and will at an early date begin the erec-  
tion of two residences on his property.

The \$100,000 addition to Martha Wash-  
ington College, consisting of an entire  
block with a main road has been com-  
pleted by Washington W. H. Mosser  
and turned over to the authorities of the  
institution. The college presents an ex-  
ceedingly attractive appearance with this  
new addition and it will greatly facilitate  
the work in accommodating their largely  
increased enrollment. This year there  
will be seventeen additional rooms in the  
new part.

The improvements on the Town Hall,  
costing upwards of \$5,000, converting it  
to a modern opera house, is practically  
completed. The costumes and scenery  
ready to receive this week. An elaborate  
system of electric lights, equal to any  
opera house in the large city, has been  
installed, and we understand a number  
of attractions have been booked for the  
coming season. This building will be one  
of the most attractive play houses in  
this entire section. There are several  
handsome offices in the front of the  
building for rental.

The Hagy Wagon Works will begin  
moving into their large new plant by  
the 1st of October. They will have one  
of the most complete plants of its kind  
in this entire section, and several times  
larger than their old one. They have  
been unable to move earlier on account  
of the rush of business, not being able  
to stop their plant long enough to make  
the change.

The Commercial Hotel, which has recently  
been extensively overhauled and painted,  
is now ready for summer occupancy and  
is being held at \$1.50 a day. Judging from  
the fact that the other two hotels here are  
almost daily turning away guests on ac-  
count of being full, it should be a paying  
proposition from the start for the Hagy  
Hotel.

The double store-front with a flat above,  
being erected by our enterprising town-  
sman, H. H. Scott, is being pushed rapidly  
to completion. Mr. W. I. Newton, Jr.,  
will open a modern bakery, restaurant and  
confectionery in one of the store-rooms.  
He is making his arrangements to begin  
operation as soon as the building is ready.

### Clearing-House Averages.

NEW YORK, September 25.—The state-  
ment of the clearing house banks for the week  
shows that the banks held \$1,648,250 more  
than the legal reserve requirements. This  
is an increase of \$1,234,425 as compared  
with last week. The statement follows:  
Loans, \$1,648,250; increase, \$1,234,425.  
Deposits, \$1,648,250; increase, \$1,234,425.  
Circulation, \$45,000; increase, \$45,000.  
Legal tenders, \$7,727,000; increase, \$1,125,  
000.  
Specie, \$1,037,200; increase, \$1,700,000.  
Reserve required, \$2,514,770; increase,  
\$2,760,875.  
Surplus, \$1,234,425; increase, \$1,234,425.  
Ex-United States deposits, \$1,648,250; in-  
crease, \$1,234,425.

## BRISTOL, VA.-TENN., TWIN CITY PUSH

Two Governments in  
One Town and Living  
in Harmony.

## MANY METHODS FOR ATTRACTING TRADE

Biggest Manufacturing City, "for  
Its Size," to Be Found in  
the South—Unsurpassed  
Railway Facilities.  
Rich Section to  
Draw From.

(Staff Correspondent of The Times-Dispatch.)

By Walter Edward Harris.

BRISTOL, WASHINGTON COUNTY,  
VA., September 25.—I might have added,  
"Sullivan county, Tennessee," for the line  
between Virginia and Tennessee runs  
through the centre of State Street, the  
principal business thoroughfare of Bristol.  
There is nothing to be gained by trying  
to decide the question as to which side  
of the line has the better town. It is a  
live one and an old one in Bristol. It has  
not been decided, and it will not be in  
time, and probably it will not arise in  
eternity.

A Richmond afternoon paper spoke of  
Bristol last week as being a thriving town  
of 10,000 people. It is a busy city of  
15,000 people, according to the estimate  
of Col. J. B. Peters, who has the title of  
General Manager of the Bristol Board of  
Trade. The title is not unusual used in  
this connection, but after talking with  
the general manager, and hearing business  
men of the city talk of him, I came to  
the conclusion that it was well applied.  
He has the business of Bristol at his  
tongue's end, and her resources and ad-  
vantages are as familiar facts to him as  
are any in his mind, and the business of  
the Board of Trade he regards as of  
more importance than any other interest  
in the world.

### Rather a New Town.

Bristol is not an old town. As com-  
pared to Abingdon it is a baby. Abing-  
don was in its past middle age when Mr.  
Joseph H. Anderson, of Scotland, was pur-  
chased from Rev. James King, whose  
daughter he had married, a hundred acres  
of land here. That was in 1852. The  
old town of Bristol had his land  
and he was in the town of Scotland, Va.,  
interfusing them. The street was  
imaginary for a long while, and to tell  
the exact truth, in some quarters of the city  
they are somewhat imaginary to-day, but  
on the whole, Bristol streets are as good  
as those of any city in the State. State  
Street is an imposing business thorough-  
fare. The East Tennessee, Virginia and  
Georgia Railroad, destined to become the  
Norfolk and Western, was in process of  
construction, and Mr. Anderson foresaw  
that there would be a town where it  
crossed the State line. He knew, too, that  
the resources of the surrounding territory  
were richer, perhaps, certainly more  
varied, than those of any district of simi-  
lar extent in America. Iron had been  
manufactured in the hills of Bristol for  
many years. It is said that cannon  
balls fired at the British from American  
cannon at the battle of New Orleans  
in 1815 were cast at Bristol. Mr. Ander-  
son then took the name of Bristol, and  
he hoped it would be a manufacturing  
centre like Bristol, England. The town  
was chartered in 1856, on Wash-  
ington's birthday. Washington county, in  
which Bristol, Va., is located, is said to  
have been known as the land of the  
States to bear the name of the Father of  
His Country. In May, 1858, the town of  
Goodson, on the Virginia side of the line,  
was chartered, and in the fall of that  
year the railroad reached the twin towns,  
and they began to grow. The war be-  
tween the States retarded the devel-  
opment of Bristol as well as the devel-  
opment of the entire section, but it was  
to depend for its prosperity, but it was  
not long before the Appalachian that it began  
prospering, and when the war had  
periods of business stagnation, the gen-  
eral trend of Bristol has been upward,  
and it is thriving to-day as it has never  
done before. It was not long after the  
war that the town of Goodson was drop-  
ped, and the Virginia town became Bristol,  
Virginia.

### The Richest of All.

Bristol, regarding the two cities as one  
community, although they have separate  
municipalities, is probably, located  
in the richest country—probably, in the  
United States. The most valuable  
grazing lands in the State are in the  
Southwest, and Washington county graz-  
ing lands are the most valuable in the  
country. It is estimated that upwards of  
five millions of Bristol capital is invested  
in iron, coal and coke enterprises in ter-  
ritory tributary to Bristol, and Colonel  
Peters says that in the last fiscal year  
there was paid out in the Bristol district  
upwards of seven million dollars for ex-  
traordinary improvements, such as the  
opening of mines, building coke ovens,  
securing rights of way, and building rail-  
roads, a very large per cent. of which  
came back to Bristol manufacturers and  
dealers. The Bristol Herald, one of the  
finest papers in Virginia, recently  
printed figures which showed that there  
is \$7,500,000 invested in iron, coal, coke  
and lumber in the Bristol district, an in-  
crease of 25 per cent. over last year.  
The amount invested in manufacturing  
is a little more, and increased over eleven  
per cent. over last year. The jobbing  
business of Bristol amounted to a little  
over six million dollars last year, and the  
hunting character of Bristol business men